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CLIMATE CHANGE

Global Climate Change Policy and Budget Review.
US Senate Committee on Commerce, Science and Transportation, 20 July 2005
http://commerce.senate.gov/hearings/witnesslist.cfm?id=1584

Opening Statement of Subcommittee Chairman Vitter : "As the President recently confirmed at the G8 summit in Scotland, the United States has spent over $20 billion in climate-related science and technology programs – clearly more than any other nation. In addition to half a billion dollars in tax incentives, the President has requested an additional $5 billion for these programs in fiscal year 2006. This is a tremendous amount of money, and I am very interested to learn more of our witnesses' plans for 2006, how this relates to our larger policies on climate change and our role in the international community. "

What Every European Should Know About Global Warming.
Iain Murray, Competitive Enterprise Institute, July 20, 2005
http://www.cei.org/pdf/4691.pdf

Alarm over the prospect of the Earth warming is not warranted by the agreed science or economics of the issue. Global warming is happening and man is responsible for at least some of it. This paper summarizes current genuine issues in global warming research and seeks to set the record straight on scare stories that have been exaggerated by the media and vested interests such as environmental pressure groups.

A Climate Solution Concept.
Jonathan Pershing and Robert Bradley, Center for American Progress, July 6, 2005
http://www.americanprogress.org/atf/cf/{E9245FE4-9A2B-43C7-A521-5D6FF2E06E03}/climate_solution.pdf

While climate change is one of the most pressing problems facing the world, it is also proving to be one of the most intractable. Political, economic and cultural differences between countries have led to different policy choices. This paper examines several alternatives that might be considered as supplements to the evolving international, legally binding climate regime.

Global Climate Change.
John R. Justus and Susan R. Fletcher
Resources, Science, and Industry Division, Updated June 2005
http://www.ncseonline.org/NLE/CRSreports/05jun/IB89005.pdf

This report briefly reviews the status of climate science, international negotiations, and U.S. congressional activity focused specifically on climate change.

WATER

Water, Water Everywhere: Dare I Drink a Drop? (with Apologies to Samuel Taylor Coleridge)
Robert Tannenwald and Nicholas Turner, New England Public Policy Center Research Report, 2005
http://www.bos.frb.org/economic/neppc/researchreports/2005/rr0501.htm

This paper describes the characteristics of New England responsible for its looming water problems, identifies areas within the region most vulnerable to such problems, and analyzes alternative strategies for alleviating them.

A Silent Tsunami: The Urgent Need for Clean Water and Sanitation.
Aspen Institute, Program on Energy, the Environment, and the Economy, June 2005
http://www.aspeninstitute.org/Programt1.asp?i=81&bid=23088

The report underlines that "for lack of clean water and sanitation, as many poor people are dying each month as perished during the Southeast Asian tsunami." Based on a 2005 dialogue sponsored by the Aspen Institute's Program on Energy, the Environment, and the Economy and the Nicholas Institute for Environmental Policy Solutions at Duke University, this report provides a series of recommendations on this challenge for governments, businesses, and other organizations.

FUELS

S. 1265, the Diesel Emissions Reduction Act of 2005.
Subcommittee on Clean Air, Climate Change, and Nuclear Saftey
Committee on Environment and Public Works, July 12, 2005
http://epw.senate.gov/hearing_statements.cfm?id=240486

Statement of Senator George V. Voinovich : "This bill will establish voluntary national and state-level grant and loan programs to promote the reduction of diesel emissions. It authorizes $1 billion over 5 years – $200 million annually – for the retrofitting and replacement of diesel engines."

Gasoline Markets: Special Gasoline Blends Reduce Emissions and Improve Air Quality, but Complicate Supply and Contribute to Higher Prices.
Report to Congressional Requesters, U.S.GAO, June 17, 2005
http://www.gao.gov/cgi-bin/getrpt?GAO-05-421

Although there is no consensus on the total number of gasoline blends used in the United States, GAO found 11 distinct special blends in use during the summer of 2004. The use of special blends may expand because a new federal standard for ozone may induce more states to apply to use them. There is general consensus that increased complexity, and higher costs associated with supplying special blends, contribute to higher gasoline prices either because of more frequent or severe supply disruptions or because higher costs are likely passed on at least in part to consumers.

Deluged by Diesel: Healthy Solutions for West County.
Meena Pallianappan, *et al.*, Pacific Institute, July 2005
http://www.pacinst.org/reports/west_county_diesel/west_county_report.pdf

Residents of West Contra Costa County are exposed to far more than their fair share of toxic diesel pollution, but solutions to reduce diesel pollution abound. The report recommends a host of solutions developed by community residents and project partners to address the threat of diesel pollution. These include financial incentives to get the dirtiest trucks off the road or retrofitted, better enforcement of a 5-minute idling law, zoning and land use policies to limit land use conflicts between residential areas and sources of diesel pollution, and the creation of a regional truck route with signs and other outreach to ensure that drivers know the best route to avoid residential areas.

MERCURY

The Political Economy of Mercury Regulation.
Ted Gayer, Robert W. Hahn. AEI-Brookings Joint Center, July 2005.
http://aei-brookings.org/admin/authorpdfs/page.php?id=1162

The Bush administration considered two approaches for regulating mercury emissions from power plants. The first was to establish uniform emission rates across existing utilities, and more restrictive emission rates for new utilities. The second was to establish less restrictive emission standards for new and existing sources, and to also establish a cap on mercury emissions while allowing emissions trading in order to reduce the cost of achieving the goal.

This paper makes two contributions. First, the authors summarize the costs and benefits of controlling mercury emissions from power plants under the two approaches. They find that, for both approaches, the benefits of the mercury regulation are likely to fall far short of the cost. However, the emissions trading proposal is roughly $15 billion less expensive than the command-and-control proposal. Second, they examine the role of politics and economics in the determination of environmental policy.